

here they are kept in the freight depots week

CARHART AND LEIDY.

ally with Philadelphia shipments, it takes about ten days to deliver goods here shipped from that city. Recently there has been an improvement, but still there is room for further work in that direction."

J. W. SCHAEFER.

Mr. A. Schaefer of the firm of J. W. Schaefer & Co., Bro., china dealers, when questioned by

...of trouble with the railroad companies during the conclave, he said, it was simply impossible to get any goods shipped. It just took from four to six weeks to get goods that were ought to get in less than that many days. "We ordered goods for the conclave," said Mr. Schaefer, "that did not arrive in time au-

The consequence is that we still have them on our hands. If they had been delivered in time they would have been sold, but the failure of the railroad to deliver them was the means of a loss of \$300 to \$400 to our firm. We were certainly treated very shabbily. One car loaded with goods that could not be found we traced to Lexington and then had to do the hauling from that yard, but the railroad wanted their money

N. W. BURCHELL.

here good shipped from Rochester, N. Y. about October 12, were not delivered to me until the early part of November. But what may be an exceptional case, yet it is plausible that we need better freight facilities in this city. Either a new railroad should be built between this city and Baltimore, for example, or else the present roads ought to be obliged to provide prompt, fast service.

WHYTE BROTHERS.
The Whyte Bros. of 13th street, galvanize
urnice makers, have a grievance against the
altimore and Ohio road, for the freight tar-
eys order from Baltimore over that road
om five to seven days in transit. They g-

near New York goods quicker than those from
at hand, for the reason that they bring
by fast freight, which costs more. "I can
no reason," said one of the members of the
firm, "for this unwarranted distinction, except
that the railroad may want to force a right
way from the people. In the west this would
not be tolerated a day. The trouble here is
that there is no competition; the railroad is

ities today are no greater than they were
seventeen years ago. If we had two mo-
vies running into the city there would soon
be a change."

THE PALAIS ROYAL.

At the Palais Royal it was learned from the
manager, Mr. Blount, that the establishment
was having considerable trouble in getting

goods shipped from points other than New York and Philadelphia. "Some shipments," said Mr. Blount, "sent from Lancaster, N. H., on the 19th of November were only received yesterday." Mr. Blount could give no reason for the delays, and has about decided to simply sit down and wait for goods.

WILMARTH AND EDMONSTON.

Mr. Edmonston of Wilmarth & Edmonston said their firm was experiencing much annoyance from the delays in delivering their goods. Shipments," he said, "from such large places as New York had a habit of coming through with irregularity, although he had in his mind one disappointment to them from Brooklyn started on the 1st of September and only received on the 10th of the month.

At the Bradbury piano agency on the avenue

the manager said their freight was coming much better at present than a few weeks ago, but while affairs were better with them just now he thought the roads were discriminating against Washington in an effort to obtain legislation from Congress.

son, grocers, said that during the thirty-five years of his business experience in this city he had never had so much trouble in procuring goods by freight as he had this year. He had considerable trouble with the Baltimore and Ohio Railroad. Some goods had been two months coming from Baltimore, and others one month coming from Ohio. He had finally abandoned

...freighted and at double the expense now
and all his goods sent by express. He thought
that the one cause of the trouble in the case
of Baltimore and Ohio was that
the company too mean to employ a sufficient
force of men in this city to handle the
freight and that the road had but little consid-
eration for the business men of this city.
The Baltimore and Ohio doesn't

W. B. MOSES.

freight dealer, in talking about the disorganized freight business of the city, as he termed it, said that each road should have freight depots five times the size of the present depots, and that each road should have two more tracks for their business. To supply the needs of the business and of the crowds that will come here to attend the world's exposition of 1892 he

ought to have besides four additional trucks. Why, goods shipped to us have been delayed thirty and thirty-five days, and there is one car that has not arrived yet, although it ought to have been here a month ago. It is plain to me what is the cause of the present trouble. The roads are trying to do business with the same facilities that they had five years ago. During that time the business of the oil

has increased 100 per cent. We feel the inadequate freight facilities of the railroads this year more than last year because the business has increased this year at least 25 per cent. Each year the business will continue to increase, and it is folly for the railroads to continue to refuse to recognize this state of affairs and attempt to do business with their inadequate facilities."

W. H. HOUGHTON.
 "Without explanation or reason," is what W. H. Houghton, the furniture dealer, says about the delay which his house has suffered in the delivery of freight. "Every day," he added, "I send a special messenger to the freight offices of both roads, and by persistent nagging manage to get some things delivered. It

only way. Why, goods shipped from Baltimore have been delayed fifteen days, goods from Indiana nine weeks, from Grand Rapids and the west six to nine weeks. Freight from New York is promptly delivered. But just think of doing business under such conditions. It is a perfect outrage. What is needed to remedy these evils are better facilities. The roads seem to be unable to do this.

cars into the city and they allow cars to remain at points outside of the city, and the business men are obliged to submit to the loss which such a delay occasions. There seems to be no trouble with through freight for this city, but when this place is made a way station then the delay occurs."

B. F. GUY AND COMPANY.

Speaking of the freight blockade to a STAT reporter today, Mr. B. F. Guy said: "The manner in which the railroad companies treat the citizens and merchants of this city is simply outrageous. No other community would have done this. There is no necessity for this state of affairs. Why, look, during the late war it was a wave and freight were more than double."

They handed them with apparent ease. Some of the men suggests that the Pennsylvania railroad company are retaliating for the way they have been harrassed in South Washington, and I don't know but there is something in it, but aside from that I can see no possible reason for the manner they are treating the merchants of this city unless it be to influence legislation."

SEATON PERRY.

Mr. Charles Baum said that personally he had no difficulty in making freight

H. O. Towles said: "This freight block-

is the most outrageous thing the merchants of this city have ever had to deal with and I think something should be done to remedy this existing state of affairs at once. The action of the railroad companies, especially the Pennsylvania

A tank of acid exploded in Charles Schwartz's
saw factory near New York, setting fire to the
building and injuring two men, one of whom,
Cloyvis Brookmeyer, will die.

The dry kiln and lumber yards at the Pull-
man car works near Chicago burned last night,
loss, \$100,000.

Gov. Lee has gone to attend the Sampson
county fair, at Clinton, N.C., where he will
deliver an address to ex-confederate soldiers.